Public Transportation in Germany
- The Rhein Main Transport Authority

GISELA GRÄFIN VON SCHLIEFFEN
APRIL 2019
RMV is one of the largest transport authorities in Germany

Number of passenger trips in mil/y
The Rhein-Main-Verkehrsverbund (est. 1995)

- 160 operating companies
- 55 regional rail-lines,
- 15000 stops, incl. 400 train stations
- 1000 bus-lines
- 2.5 Mio. customer every day
Polycentric Metropolitan Region Frankfurt RheinMain

Frankfurt RheinMain
4.9 Mio. Inh.

Greater London
10.3 Mio. Inh.

Ile de France/Paris
Economic Region Frankfurt RheinMain

- European Traffic Hub (Air, Rail, Road)
- Banking and Trade Centre
- Industrial Region
- Software and IT-Cluster
- Universities, Sciences, Research

Region Frankfurt RheinMain

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area</td>
<td>14.000 sq km</td>
</tr>
<tr>
<td>Population</td>
<td>4,9 Mio.</td>
</tr>
<tr>
<td>Employees</td>
<td>2,4 Mio.</td>
</tr>
<tr>
<td>Companies</td>
<td>320.000</td>
</tr>
<tr>
<td>GNP</td>
<td>16 billion €</td>
</tr>
<tr>
<td>Local governments</td>
<td>408</td>
</tr>
</tbody>
</table>
FrankfurtRheinMain „Mobile Region“ and European Traffic Hub
Types of public transport services in FrankfurtRhineMain

The Lines of the **S-Bahn** make the surrounding areas of Frankfurt as well as the central urban areas more accessible.

The **regional trains** link the different Centers in the RMV-Area.

The **regional buses** provide connections to central facilities and industrial areas, now also as express buses preceding the creation of further S-Bahn lines.

The **local buses** as well as the **underground and tram** ensure the coverage of the entire inner cities and have a transfer function to the S-Bahn and Regional railways.
Creating a transport authority

Legislation demand

- European & German legislation demanded more (1993)

Opportunities for improvement

- Establish regional management for services across municipality borders (counties, cities)
- Establish common ticket across several service operators
- Align time tables across operators

Basic decisions

- Political level, the basic idea was to save the current revenue base
- Complex set of rules and regulations e.g. for the financial distribution had to be established
Organization: The Three Level Model

Basic Principle: Separation of political responsibilities and operation

Political Level
- State Hessen
- District-Free Cities
- Special Status Cities
- Districts

Admin Level
- Regional Transport Authority
- Local Transport Organization

Ops. Level
- Regional rail
- Regional bus
- Local PT

Public Bodies

Transport Authorities

Ensure sufficient PT-service and are responsible for
- PT-planning
- PT-organization
- PT-financing

Management of PT
- Service & Schedule
- Contracting
- Tariff
- Revenue allocation
- Traffic surveys
- Marketing

Operation of PT
- Transport passengers within the public transport network
- Maintenance of infrastructure & stock
RMV is the regional public transport authority

- **Services & Schedule**: One common schedule
- **Contracting**: Regular tendering, ongoing QM
- **Tariff**: Single ticket across all operators
- **Revenue allocation**: Revenue collection and allocation
- **Traffic surveys**: Align with customers, service demand
- **Marketing**: Common brand
The Network Benefit for Customers

- **Only one ticket**
- **Use of the local and regional buses and trains according to consistent rules and fares**
- **One Schedule**
- **Consistent fares**
20+ years of RMV

- **1996**
  - 482 passengers p.a. (Mio)
  - 530 revenue RMV (€ Mio)

- **2008**
  - 663 passengers p.a. (Mio)
  - 655 revenue RMV (€ Mio)

- **2018**
  - 769 passengers p.a. (Mio)
  - 915 revenue RMV (€ Mio)
New Challenges today

Society trends
- Increasing mobility demand
- Silver society
- Value change: ecological aspects, PT in the focus, urbanization

Political Framework
- Climate saving measures

New market players – Competitor or partner?
- DB
- Flinkster
- stadtmobil
- book-n-drive
- Uber

Technological Development
- Digitalization and connectivity of services and operations

April 2019
G. Gräfin von Schlieffen / RMV
Road to future success –
Regional Public Transportation Development Plan

- Capacity increase and additional services in the metropolitan areas
- Express trains between centers
- Express buses supplementing rail services
- Implementation of flexible and innovative modes of transport in rural areas
- Innovative fare and ticketing system
Conclusion

- Political Sponsorship incl. funding
- Three level model: separation of political, administrative and operational level
- Success factors:
  - Integrated development and service
  - Competition amongst operators
  - Partner management
Thank you!
G_Schlieffen@rmv.de
Backup
Implementing the regional PT framework in phases

**Preparation:**
Create Service Bundles

- Convert existing services to bundles for future tendering
- 30 regional rail networks
- 80 regional bus services /networks

**Interim:**
Convert to network service contracts

- Review existing contracts
- Upon renewal, convert to network service contracts
- New contracts have different termination dates to allow for new operators to bid on them in a flow, not a bundle

**Competition:**
Tendering of network service contracts

- European wide tendering
- Longer contract times for rail services due to rolling stock investment needs*
- Shorter contract times for bus services

*tracks are separated: owned by different companies, separate regulation applies
Station development plan

- Design guidelines
- Requirements re. safety, access to everyone
- Requirements re. infrastructure to keep it clean (waste bins, …)
- Co-funding of prototypes
Financing public transport at RMV: 2013 approximately 57% of total costs covered by revenues from ticket sales

- 57% of total costs are covered by revenues from ticketing sales
- Average revenues of 1,09 EUR generated per passenger trip
Modal Split

<table>
<thead>
<tr>
<th></th>
<th>City of Frankfurt</th>
<th>Inner center</th>
<th>Rural areas</th>
<th>RMV average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individual cars</td>
<td>36 %</td>
<td>10 %</td>
<td>85 %</td>
<td>62 %</td>
</tr>
<tr>
<td>Public transport</td>
<td>40 %</td>
<td>75 %</td>
<td>7 %</td>
<td>19 %</td>
</tr>
<tr>
<td>Cycle, pedestrians, others</td>
<td>24 %</td>
<td>15 %</td>
<td>8 %</td>
<td>19 %</td>
</tr>
</tbody>
</table>
Trips 2017

- Local Bus: 30%
- Regional Bus Transportation: 10%
- S-Bahn: 21%
- Regional Railway: 16%
- Subway: 13%
- Tram: 10%

Sum: 660 Million Trips p.a.
The Fare Rate System

Price Stage 1

Price Stage 3

Price Stage 4 ...

The total RMV-Area

Price Stage 7
Ticket cost

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Zuschuss</td>
<td>44%</td>
</tr>
<tr>
<td>Trassenpreise</td>
<td>22%</td>
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<tr>
<td>Umsatzsteuer</td>
<td>8%</td>
</tr>
<tr>
<td>Energie</td>
<td>14%</td>
</tr>
<tr>
<td>Stationskosten</td>
<td>7%</td>
</tr>
</tbody>
</table>

Einnahmen und Erträge

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal</td>
<td>22%</td>
</tr>
<tr>
<td>Fahrzeuge</td>
<td>27%</td>
</tr>
</tbody>
</table>

Einnahmen pro Fahrt: 1,15 Euro